



OMRA AWARDS BANQUET!

Saturday, February 6, 2010

All are welcome!

Year-end awards will be presented, sponsors will be recognized, pictures will be taken, and the roasting, benchracing and ribbings will run rampant. Casual is the dress code. If your name is listed as a trophy recipient in the results, (see year-end results) that means that you did well and will receive a trophy! Dinner is only \$18 per person, pay at the door. No-host bar at 5 PM, dinner at 6 PM and awards at 7 PM. You must RSVP no later than January 30 or risk no food to eat or place to sit! For details and reservations, contact James Harris at 503-481-9914, or james@omraoffroad.com, ASAP for this fun event! When contacting him be sure and say how many will be there for dinner! We plan on having a place for clubs to display their pictures or whatever, so be sure to bring items or pictures of what your club has been doing lately also! Dealers: please bring your wares to display too!

OMRA QUARTERLY
NEWSLETTER
SPRING 2010

SINCE 1972

Protecting Your Right to Ride!

Milwaukie City Elks Lodge - 13121 SE McLoughlin Blvd, Milwaukie, OR 97222
(FYI, it is located just north of The Bomber Restaurant)



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Can you Name the Year and Location of this Snowy Mud Fest Race?

Bring your answer to the banquet for a chance to win a prize!!

DEAR OMRA MEMBERS, CLUBS, CLUB MEMBERS, BUSINESSES, FELLOW RIDERS AND SUPPORTERS

2009 has been a long and challenging year to so many of us, to so many of our peers, colleagues, businesses and youth. Most of us have had to find new ways to see and listen to things, new ways to process, understand and consider things, to communicate, to be supportive... even to react to or act on things.

I want to thank you for your patience and understanding this past year. Thank you for pausing to look at the reflection you see in the mirror, in your peer's eyes and children's minds. Like virtually all other areas of our lives, off-road motorcycle and ATV recreation has undergone radical changes and fluctuations. In a seemingly never ending on again, off again, turn right, turn left, who is in support and who is not world, we have stood fast when it comes to our privileges, our recreation our purpose and each other. Thank you.

Early in 2009 we started on the path of everything being a little different but OK. By mid year our world and the off-road world in Oregon were turned inside out. With your support and many members, clubs and business's partnership we amassed outstanding support and almost turned the legislature around at the last minute. Though not a great victory that day, the victory we gained was clearly our ability to partner with members, clubs, businesses and

other off-road enthusiasts to move in one direction each time necessary in the future - enter Oregon CLOUT. This I assure you, with your support and action, will prove to make a difference as we move forward.

During the summer we suffered our second straight year of fire danger beyond the limits resulting in the cancellation of our Annual OMRA Legislative Fun Run. This had proven devastating to our legislative and legal fund. Rest assured we have not backed down, we are just running on fumes and friends as they say. Please support our legislative fund and look to help out at the 2010 Annual Legislative Fun Run.

Our Poker Run Programs and DualSport Series had some great experiences and eventful times. Our GP Series had some highly competitive wet and dry days. The series seemed to be littered with injuries and breakdowns as competition continues to move to even higher levels. The OMRA day-pass program for non-members really seemed to be taken well and was able to bring more annual members from throughout the western states. The XC Series experienced much the same from high levels of competition, to ever more difficult courses, breakdowns and

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Dear OMRA Members, Clubs, Club Members, Business's, Fellow Riders and Supporters
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injuries. This year one off-road event on our calendar sadly included the passing of a great peer and rider causing great sadness and reflection for all of us. We send our love and blessings to family, friends and fellow riders. A special mention to those sportsmen and sportswomen who paused, stopped and sacrificed to help their fellow riders this year. To my knowledge, a record number of riders reached out to help their fellow riders this year. Both large and small, planned and spontaneous efforts were everywhere. You are truly a great organization!

Families, thank you for your increased support and participation! It is outstanding to see the family and youth growth in the organization and sport! The future riders from newborn to teenagers, welcome, enjoy, get involved and make a difference while you have fun! To the new members, welcome! We appreciate your enjoyment of our sport and your support, please, reach out, get involved!

As with the increased attention, interest, challenges and competition in anything, we also faced more challenges in our growth. This is all to be expected as we expand and contract, flex and navigate our future, as we blend our past into our future and visa versa. Change is not

new to any of us, least of all myself, I welcome it as you do. I welcome the intensity and the lessons it brings. For the lessons you have provided me, thank you. For those you have provided our organization and each other, thank you. If you are amongst those driving, flexing, pulling back and adjusting to our growth and changes, thank you for your patience, support and more than anything, your help in sharing and making positive change and growth. As with growth and change, some, even many, can be or feel left out, left back or even unheard or unanswered. To those of you left with these feelings from time to time, I apologize. Change and growth are difficult yet invigorating and energizing. I ask you to find the positive energy, embrace it and join the movement. A special thanks to those seemingly or sometimes quiet members who support our positive culture.

On the note of change, you all must be as amazed as we are with the growth in membership and volunteers these past few years! Over 1200 members, thousands of family members, participants and supporters. Then, the expansion of our core volunteer group these past few years, this year alone we added over a half dozen to our team! I assure you, though we are still in need.



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This latest growth will help all of us serve and be served better more effectively than our past capabilities. This year I would expect, with YOUR support, we should reach 1500 members, bring on more shops, businesses, other off-road organizations in 2010. With YOUR help, support and positive energy, the OMRA will truly be the Off-Road Organization from the state of Oregon that provides influence unheard of before your time.

Join us in the effort and advocacy of our privileges to enjoy the outdoors. Bring your family, friends, clubs, organizations and businesses to the OMRA membership and see the progress. Contact an Officer, Director, Official or Coordinator to find out how YOU can make a difference!

Again, thank you for your membership, support and efforts to make the OMRA a better, more effective organization because of your partnership and in spite of our challenges.

I'll see you on the trail to a better future.

Ed Ariniello
 OMRA President



A DAY IN A RACER'S LIFE, JIM M^CCLELLAN AT 71 YEARS OF AGE!!!

The race season was touch and go for a while, as Jim seriously injured his lower back in July and continued to re-injure it several times during that month. The first part of August, he tore the piriformis muscle in his butt. A bundle of nerves runs through that muscle and the trauma caused him sciatica pain. The only thing that helped was traction and to sit still for a couple months and do nothing. Trying to keep Jim still for any length of time is a chore, but he was in such pain, he behaved for a while and missed the Prineville race. On October 5th an Orthopedist checked Jim's hip and advised against further motorcycle riding. But on October 9th another back specialist told Jim, while he has the best back and condition he has seen in a 71 year old, he should not lift a 350-pound motorcycle anymore. He told him to modify his behavior, if it hurts, and assigned core-building exercises. But Jim interpreted him to say ride a lighter bike, so he put the Honda up for sale and bought a lighter KTM 250XCF-W, which he finished the racing season on.

completion of the trip and ended up with a damaged bike, very painful hip, and a hyper extended right knee. He finished the ride on his spare Yamaha bike. I drove support for this trip, covering 1,820 miles in my car - running for medical supplies, parts, and delivering gas to them in all sorts of remote areas. It was an adventure, to say the least!



During the last race of the season in mid-November, Jim, on his new quicker, lighter bike, hit a patch of snow/ice about 10 miles out and really wiped-out, flipping end over end. The bike came down on top of him and severely injured his leg. He got up, straightened the bike, fixed the throttle, rode the last 40 miles to the finish, and got his points. But he was in terrible pain, black, bruised, and swollen all over for weeks afterward. He had a deep puncture wound on the back of the knee that tried to infect, and terrible stress on his kidneys, which were trying to absorb all the fluid from the bruising and damage. He still has a large hematoma which will take months to absorb. We needed to monitor his kidney function closely for a while, to be sure he did not go into kidney failure. His last lab tests were back to normal, but it was scary for a while!



During the time his hip injury was at its worst, August 8 to August 15, he and two friends finally made and completed the CA/OR Border to OR/WA Border off-road cross country motorcycle event known as the Oregon Back Country Discovery Route through central Oregon on their dirt bikes. Jim was on his heavy Honda CRF450X. They rode 862 miles across country that ranged from 7,500' high mountain ranges to high desert sage and rocks, fording rivers along the way. When he started, his hip was so bad he had to use a step stool to get on his bike. He crashed on a big rock near the

As I am new to this sport, I don't quite understand it. But he made it clear when I married him it was a part of his life. So I accept it. Amen!

Mary Ann McClellan



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GP RESULTS 2009

AA

#	Make	First Name	Last Name	Total
2AA	KTM	Devan	Bolin	585
4AA	KTM	Steffan	Bolin	585
3AA	KTM	Reid	Brown	575
15AA	YAM	Tommy	Whitcomb	410
20AA	KTM	Michael	Madier	215
84AA	YAM	Joseph	Herriman	125
7AA	KTM	Don	Matheny III	125
72AA	HON	Grayson	Hart	60

OPEN Expert (A)

#	Make	First Name	Last Name	Total
39X	KTM	Alex	Brezal	920
17X	KTM	Todd	Johnson	810
11X	HON	Jeremy	Gerken	760
1FX	KTM	Bryan	Stokosa	715
15X	KTM	Jason	York	460
25X	KTM	Ed	Arniello	395
18X	KAW	Erik	Hassebroek	225
78X	KTM	Ron	Hughes	160
13X	KTM	Dan	Jordan	140
12X	KAW	Nic	Huttema	105
14X	YAM	Sam	Schallhorn	85
24X	KTM	Grant	Erickson	80
56X	KTM	Ryen	Reid	65
35X	KTM	Michael	Zaugg	60
37X	SUZ	Scott	Mckenzie	50

200 Expert (A)

#	Make	First Name	Last Name	Total
64Z	KTM	Mike	Reigles	840
19Z	HON	Skip	Johnson	515
42Z	KTM	Richard	Johnson	205

30 Expert (A)

#	Make	First Name	Last Name	Total
35U	SUZ	Jeremy	Welch	760
36U	HON	Rick	Welch	665
2U	KTM	Randy	Singer	600
15U	YAM	Aaron	Turner	545
12U	KTM	James	Harris	165
7U	KTM	Keith	Giently	105
44U	KTM	Jeff	Tomlinson	105
49U	HON	Mark	Grell	55

40 Expert (A)

#	Make	First Name	Last Name	Total
25V	KTM	Mark	Barton	950
15V	HON	Pat	Corelli	930
16V	KAW	Mike	Kleinsmith	350
93V	KTM	David	Winters	275
30V	KTM	Ken	Kozlik	180
59V	KTM	Jeff	Stob	120
29V	HON	Joe	Brotherton	105
23V	KTM	Bill	Rush	75

50 Expert (A)

#	MAKE	FIRST NAME	LAST NAME	TOTAL
9R	KTM	Richard	Welch	835
29R	YAM	Stephen	Thornton	745
93R	KTM	David	Winters	535
77R	KTM	Mark	Johnson	440
58R	KTM	Don	Navee	355
71R	KTM	Tom	Watson	260
28R	HON	Don	Housley	255
34R	KTM	Mike	Emery	190
2R	KTM	Rick	McUne	150
18R	YAM	Brian	Edwards	40
68R	KTM	Ellis	Cookman	35
1YR	HON	George	Belanger	35

OPEN Amateur (B)

#	MAKE	FIRST NAME	LAST NAME	TOTAL
55A	KAW	Ben	Ward	755
43A	KTM	Jack	Burnett	740
1EA	HON	Chris	Conway	725
18A	KTM	Kevin	Speer	610
15A	HON	Ryan	Baird	450
37A	HON	Blair	Grinols	355
65A	HON	Ché	Green	330
2EA	HON	Joseph	Gerken	200
22A	YAM	Justin	Gregory	180
44A	HON	Jonathan	Beaver	140
11A	HON	Jake	Hanna	100
36A	HON	Allen	Sitton	85
14A	KTM	Bobby	Raber	60
84A	KTM	Maria	Valdenegro	45
19A	HON	Villiam	Sykes	40
13A	KTM	Chris	Williams	30

200 Amateur (B)

#	Make	First Name	Last Name	Total
3BE	HON	Chris	Singer	895
13E	KTM	Tyler	Peterson	770
14E	KTM	Matthew	Arniello	725
88E	YAM	Marvin	Newton	515
11E	YAM	Mitch	Newton	445
24E	KTM	Matt	Purdom	350
1JE	YAM	Kenny	Worley	340
85E	HON	Rick	Boyer	155
8E	KTM	Alan	Jordan	100
21E	KTM	Tyler	Day	60
10E	KTM	Daniel	Jordan	40

30 Amateur (B)

#	Make	First Name	Last Name	Total
88D	KAW	Scott	Aldridge	705
25D	YAM	Jason	Kunkle	610
86D	KAW	Ryan	Hansen	360
35D	SUZ	David	Mills	300
38D	KTM	Mike	Plinski	255
33D	YAM	Richard	Tunnell	225
43D	YAM	Matt	Botti	195
15D	KAW	Greg	King	120
1TD	KTM	Todd	Mobley	45
16D	HON	Eric	Pierce	40

40 Amateur (B)

#	Make	First Name	Last Name	Total
12F	HON	Dean	Glass	970
20F	YAM	John	Thayer	925
24F	KTM	Gregg	Glass	730
35F	KTM	Lorne	Peterson	690
40F	HON	Brian	Fullen	440
60F	YAM	Martin	Grant	420
61F	HON	Doug	Horn	325
19F	KTM	John	Younger	315
77F	SUZ	David	Laferriere	205
21F	KTM	Brian	Chittim	165
8F	KTM	James	Stratton	145
30F	YAM	Jim	Slavish	115
8F	YAM	Jerry	Moe	110
73F	YAM	Erik	Murstig	90
99F	YAM	Aaron	Waggoner	50
67F	KAW	Steve	Macartney	40

50 Amateur (B)

#	Make	First Name	Last Name	Total
4Y	KTM	Mike	Merrill	720
57Y	KTM	Glen	Rose	320
48Y	HUSA	Steve	Sprague	280
3Y	YAM	Brian	Edwards	140
31Y	HON	Brad	Hanna	115
41Y	YAM	Kevin	Schallhorn	105
56Y	KTM	Daryl	Reid	65
73Y	KTM	Dale	Grinols	60

60 Amateur (B)

#	Make	First Name	Last Name	Total
14Q	KTM	Gerald	Eisele	225

70 Amateur (B)

#	Make	First Name	Last Name	Total
2P	KTM	Clarence	Pitts	375

Open Beginner (C)

#	Make	First Name	Last Name	Total
16K	KTM	Blake	Babcock	590
32K	KTM	Brandon	Babcock	395
87K	KTM	Jake	Navee	200

200 Beginner (C)

#	Make	First Name	Last Name	Total
16B	KTM	Emily	Winters	630
52B	YAM	Mark	Kiemele	205
19B	HON	Austin	Kiemele	200
1	KTM	Chris	Olson	75
22B	KTM	Jared	Acosta	60
23B	KTM	Mark	Acosta	50

30 Beginner (C)

#	Make	First Name	Last Name	Total
19T	KTM	Alex	Oh	650
8T	KTM	Chris	Rasmussen	560
2T	KTM	Jason	Diouhy	520
6T	KTM	Kerby	Mathis	335
44T	YAM	Chad	Schmidt	330
66T	KTM	Dave	Marzilli	300
22T	HON	Barney	Volk	300
13T	HON	Todd	Iverson	145
30T	YAM	Loren	Dieter	110
18T	YAM	Robert	Guerrero	75
12T	KTM	Jack	Alltucker	60
10T	SUZ	Jason	Upton	45
17T	KTM	JJ	Riley	40
77T	YAM	Jose	Nunez	25

40 Beginner (C)

#	Make	First Name	Last Name	Total
40C	YAM	Darin	Bowden	300
14C	KTM	Guy	Acosta	75
		Ken	Pawchuk	75

Women

#	Make	First Name	Last Name	Total
1W	KTM	Cortney	Taylor	750
15W	YAM	Madeline	Winters	530

JUNIOR A

#	Make	First Name	Last Name	Total
97JA	HON	Conner	Green	645
15JA	KTM	Lane	Turner	430
99JA	YAM	Taylor	Cox	335
12JA	HON	Keifer	Kastl	65

JUNIOR B

#	Make	First Name	Last Name	Total
6JB	HON	Brittney	Conway	825

JUNIOR C

#	Make	First Name	Last Name	Total
1JC	KTM	Brent	Doubrasky	665
13JC	KTM	James	Jordan	75

ATV RESULTS 2009

AA

#	Make	First Name	Last Name	Total
68T	HON	Mike	Bender	225
8T	HON	Dave	Jenkins	75

Expert

#	Make	First Name	Last Name	Total
81M	KAW	Kevin	Humbard	460
10M	CAN	Jeff	Peters	425
16M	KAW	Matthew	Soukup	185
42M	YAM	Scott	Weide	140
36M	SUZ	Sadie	Bender	120

Amateur

#	Make	First Name	Last Name	Total
11	HON	Scott	Norgaard	505
44I	HON	Tim	Richmond	455
77I	POL	John	Sapp	425
67I	SUZ	Ron	Paler	120
19I	YAM	Stephen	Christman	95
10I	YAM	Chris	Dickenson	60
	SUZ	Christopher	Weaver	55

BEG

#	Make	First Name	Last Name	Total
20N	Kaw	Jeffrey	Humbard	515
18N	SUZ	Zachary	Giordano	320
38N		Nick	Brewer	215

Women

#	Make	First Name	Last Name	Total
22L	HON	Ashley	Bryson	150

Utility

#	Make	First Name	Last Name	Total
75G	POL	Scott	Monk	300

DUALSPORT RESULTS 2009

First Name	Last Name	Total
Gary	Lande	450
Jim	Loveall	440
Dale	Johnson	410
Dan	Meneley	385
Michael	Brown	305
Bill	Law	305
Cheri	Meneley	300
George	Flanagan	260
Don	Newman	235
Ray	Carpenter Jr.	225
Billy	Toman	215
Walt	Koch	210
Tom	Niemela	140
Dan	Hatcher	115
Dennis	McCarthy	105
Gary	Anderson	20

XC RESULTS 2009

AA

#	Make	First Name	Last Name	Total
1AA	KTM	Devan	Bolin	675
4AA	KTM	Steffan	Bolin	555
14AA	KTM	Jacob	Gump	475
3AA	KTM	Reid	Brown	465
84AA	YAM	Joseph	Herriman	305
82AA	KTM	Derek	Steahly	285
15AA	YAM	Tommy	Whitcomb	280
21AA	YAM	Daniel	Ferguson	190
40AA	KTM	Don	Mathoney III	65
30AA	KTM	Barrett	Brown	65
20AA	KTM	Michael	Madler	30

1st-T
2nd-T
3rd-T

OPEN Expert (A)

#	Make	First Name	Last Name	Total
15X	HON	Brian	Bertolini	640
1X	HON	David	Morton	510
1EX	KTM	Rusty	Restad	500
72X	KAW	Gage	Johnson	475
2X	KTM	Matt	Jensen	475
17X	KTM	Todd	Johnson	290
56X	KTM	Ryan	Reid	205
25X	KTM	Dan	Harte	190
22X	YAM	Mike	Peterson	185
	KAW	Keith	Cayton	170
8X	KTM	Tommy	Bunch	165
39X	KTM	Alex	Brezai	135
54X	HUSQ	Robert	Davis	125
28X	YAM	Chris	Bradford	125
33X	KTM	Adam	Balero	105
88X	KAW	Chris	Ginsbach	95
37X	SUZ	Scott	Mckenzie	75
21X	HON	Dan	Jordan	65
41X	HUSKY	Jason	Rankin	45
11X	HON	Greg	Huber	40
20X	HUSKY	Jeremy	Gerken	35
23X	HON	Shad	Huber	30
13X	KTM	Damen	Oliver	15

1st-T
2nd-T
3rd-T

200 Expert (A)

#	Make	First Name	Last Name	Total
16Z	KTM	Ryan	Henderson	150

1st-T

30 Expert (A)

#	Make	First Name	Last Name	Total
31U	KTM	Rick	Goodman	570
2U	KTM	Pat	Handley	570
3U	HUSA	Steve	DeGeyer	555
22U	KTM	Kristian	Willman	530
44U	KTM	Jeff	Tomlinson	415
11U	YAM	Aaron	Turner	370
9U	KTM	Steve	Wobber	340
45U	KAW	Michael	Stepper	328
33U	KTM	Ace	Nilson	210
36U	KAW	Dale	Walker	190
25U	KTM	Jeff	Hornbeck	170
10U	KTM	Shawn	Johnson	135
23U	YAM	Dan	Gregory	90
66U	HON	Jason	Parks	75
21U	KTM	Randy	Singer	75
15U	KTM	Shawn	Hohman	75
99U	KAW	Zen	Todd	45
26U	HON	Chad	Askew	20
7U	KTM	Keith	Gienty	10
32U	HON	Jeff	Johnson	10

1st-T
2nd-T
3rd-T

40 Expert (A)

#	Make	First Name	Last Name	Total
35V	HON	Dave	White	595
28V	KTM	Ed	Ariello	485
7V	KTM	Kent	Swick	450
46V	KTM	Brad	Turnidge	375
1V	KTM	Bill	Rush	320
93V	KTM	David	Winters	165
38V	KTM	Ken	Heiss	130
15V	HON	Pat	Corelli	130
14V	KTM	Chuck	Worley	105
33V	KTM	Gary	Sather	100
29V	HON	Joe	Brotherton	90
34V	YAM	Mike	McGregor	75
30V	KTM	Ken	Kozik	65
78V	KTM	Ron	Hughes	65
31V	KTM	Ron	Melton	55
45V	YAM	Bruce	Hardy	50
65V	SUZ	Darryl	Gill	35
16V	KTM	Jared	Acephohl	25
57V	KTM	Greg	Creswick	20

1st-T
2nd-T
3rd-T

50 Expert (A)

#	Make	First Name	Last Name	Total
34R	KTM	Mike	Emery	600
3R	KTM	Tom	Niemela	575
4R	HON	Karl	Kassner	475
	KTM	David	Winters	345
1R	KTM	Chuck	Steahly	330
5R	KTM	Dave	Schmidt	275
68R	KTM	Ellis	Cookman	210
77R	KTM	Mark	Johnson	185
29R	YAM	Stephen	Thornton	180
9R	KTM	Richard	Welch	115
27R	KTM	Robert	Obome	65
58R	KTM	Damon	Bee	35

1st-T
2nd-T
3rd-T

OPEN Amateur (B)

#	Make	First Name	Last Name	Total
3A	KTM	Sean	Kelly	585
35A	KAW	Brandon	Long	480
4A	KTM	Rich	Parr	435
7A	YAM	Brandon	Keim	425
12A	YAM	Andrew	Pleune	395
28A	KTM	Blake	Keesecker	350
32A	KTM	Cody	Sprague	345
8A	KTM	Jerry	Stellflug	255
47A	KTM	Scott	Autry	240
36A	HON	Allen	Sitton	170
37A	HON	Graham	Dwight	170
55A	KAW	Ben	Ward	120
5A	KTM	Rodney	Lake	120
16A	YAM	Tyler	Kunkle	110
44A	HON	Jonathan	Beaver	100
48A	HON	Dustin	Mcmichael	60
10A	YAM	Kevin	Staden	60
11A	KTM	Jeffrey	Traylor	50
63A	YAM	Tim	Kipers Jr.	45
17A	SUZ	Danny	Robinson	45
43A	KTM	Jack	Burnett	35
18A	KTM	Matt	Manning	35
84A	KTM	Maria	Valdenegro	25
78A	KTM	Steve	Schneider	25
13A	KTM	Chris	Williams	9

1st-T
2nd-T
3rd-T

200 Amateur (B)

#	Make	First Name	Last Name	Total
14E	KTM	Mathew	Ariello	595
21E	KTM	Dominic	Jones	355
5E	YAM	Matt	Huston	300
22E	KTM	Colby	Stellflug	185
24E	KTM	Matt	Purdum	175
18E	KAW	Austin	Hockett	120
74E	KTM	Luke	Johnson	65

1st-T
2nd-T
3rd-T

30 Amateur (B)

#	Make	First Name	Last Name	Total
5D	KTM	John	Fowler	470
18D	HON	Aaron	Beatty	470
37D	KTM	Travis	Davis	420
66D	HUSQ	Dave	Eaton	385
12D	KTM	Mark	Heater	360
88D	KTM	Brandon	Bradley	255
51D	YAM	Rob	Lockwood	250
25D	YAM	Jason	Kunkle	195
38D	KTM	Mike	Plinski	150
56D	KAW	Joe	Depew	140
52D	KAW	Jeff	Strutz	75
30D	KTM	John	Woodward	75
13D	KTM	Frank	Keller	65
5AD	YAM	Jason	Gosling	65
24D	KAW	Robby	Carter	65
27D	YAM	Brandon	Vaughn	65
55D	YAM	Tory	Garcia	55
65D	HUSKY	Corey	Stiff	40
16D	HON	Eric	Pierce	35
15D	KAW	Greg	King	30
17D	KTM	Todd	Mobley	25
35D	HUSKY	Mike	Moeller	20

1st-T
2nd-T
3rd-T

40 Amateur (B)

#	Make	First Name	Last Name	Total
90F	KTM	Erik	Jensen	600
2F	KTM	Russ	Manning	500
20F	YAM	John	Thayer	490
46F	HON	Lonnie	Castrignano	445
39F	KTM	Mike	Bowie	385
5F	YAM	Greg	Huston	305
77F	SUZ	David	Laferriere	280
38F	HON	Bud	Bowie	255
75F	KTM	Kevin	Foley	197
71F	HUSQ	Mike	Caruso	190
40F	HON	Brian	Fullen	175
17F	KTM	Jim	Tully	150
22F	KTM	Neider	Bell	140
60F	YAM	Martin	Grant	135
47F	KTM	David	Strain	115
19F	YAM	Steve	Barker	110
83F	YAM	Justin	Esmay	92
7F	HON	Kipp	Unrein	90
23F	KTM	Lyle	Nielsen	85
55F	KTM	Jay	Fitzsimmons	75
86F	YAM	David	Beebe	65
45F	KTM	James	Stratten	65
61F	HON	Doug	Horn	65
88F	KTM	Darin F	Williams	58
10F	HON	Joe	Woodward	55
26F	KTM	Dan	Bolin	15
F	HON	Steve	Pierce	8
29F	KTM	Michael	Moore	6
43F	YAM	Clint	Lamket	4

1st-T
2nd-T
3rd-T

50 Amateur (B)

#	Make	First Name	Last Name	Total
4Y	KTM	Mike	Merrill	570
14Y	KTM	Rick	Rohan	400
10Y	HUSKY	Milt	Hill	295
48Y	HUSA	Steve	Sprague	265
56Y	KTM	Daryl	Reid	175
43Y	SUZ	Michael	Holbrook	75
6Y	KTM	Bob	Hasch	65
30Y	KTM	Dale	Pestes	50
21Y	KTM	Bill	Law	45

1st-T
2nd-T
3rd-T

60 Amateur (B)

#	Make	First Name	Last Name	Total
32Q	KTM	Greg	Martin	225
10Q	KTM	Greg	Autry	140
12Q	KTM	Wayne	Davis	125
1Q	KTM	Michael	Walsh	120
13Q	HON	Gunny	Claypoole	120
30Q	KTM	Steve	Schneider	50

1st-T
2nd-T
3rd-T

OPEN Beginner (C)

#	Make	First Name	Last Name	Total
68K	YAM	John	Levesque	430
54K	KTM	Colton	George	140
24K	HON	Bill	Singleton	75

1st-T
2nd-T
3rd-T

200 Beginner (C)

#	Make	First Name	Last Name	Total
16B	KTM	Emily	Winters	635
2B	YAM	Aaron	Clough	575
97B	KTM	Tarren	Lewis	170
11B	KTM	Tyler	Kent	125
21B	KTM	Dominic	Jones	75
		Rhett	Brotherton	75

1st-T
2nd-T
3rd-T

30 Beginner (C)

#	Make	First Name	Last Name	Total
12T	KTM	Jack	Alltucker	485
10T	SUZ	Jason	Upton	320
18T	YAM	Robert	Guerrero	110
25T	KAW	Brian	Snyder	75
15T	YAM	Taylor	Spike	75
55T	KTM	Jeff	Fink	75
30T	YAM	Loren	Dieter	65
11T	HON	Scott	Olson	55

1st-T
2nd-T
3rd-T

40 Beginner (C)

#	Make	First Name	Last Name	Total
10C	KTM	Bruce	Ziegler	650
22C	KAW	Jeffrey	Hammond	205
18C	HON	Mike	Schultz	140
44C	KTM	John	Myton	60
45C	KTM	Warren	Greene	55

1st-T
2nd-T
3rd-T

70

#	Make	First Name	Last Name	Total
5P	HON	Jim	McClellan	300
2P	KTM	Clarence	Pitts	65

1st-T
2nd-T

Women

#	Make	First Name	Last Name	Total
15W	YAM	Madeline	Winters	340
2W	KTM	Wendie	Hohman	150
W	KTM	Katie	Swick	75
12W	HON	Marcy	Durr	65

1st-T
2nd-T
3rd-T

JUNIOR A

#	Make	First Name	Last Name	Total
12JA	KTM	Austin	McLaughlin	590
77JA	YAM	Kenny	Worley	580
10JA	KTM	Jordan	Jones	275
15JA	KTM	Lane	Turner	235
8JA	KTM	Robby	Nilson	185
8JA	KTM	Trey	Heiss	175
		Colton	Crawford	50

1st-T
2nd-T
3rd-T
4th-T
5th-T



PLAYING WITH THE V2 SPOT GPS MESSENGER

SPOT ON

I recently had a major emergency scenario (which some of you may have read on the OMRA Message Board). On a relatively simple trail ride, one of the riders in our group basically did the splits while almost stopped. So bad in fact, that this rider stretched his pelvic ligaments and tendons. Basically he came to a stop, started to tip over and ended up with both legs almost 180 degrees apart from each other – think about it - ouch! There were four of us who tried to help the injured rider up the trail to a nearby road – no way. We only got him about 40 feet before he was writhing in pain. Luckily for us, one of the riders rode back to the truck, visited some locals who by chance had a stretcher, came back, and we carried the injured rider out.

What this means is two things:

1: No matter what/where or who you are, ANYONE can get injured over the simplest of situations! This rider has decades of experience. If you ride alone especially, the possibility of injury grows exponentially.

2: It sure would have been great to have some way to communicate a 911 situation while being out in the middle of the sticks and no cell phone reception.

Enter the Spot GPS Messenger. Think of this device as a way to transmit messages via satellites from almost anywhere. How the Spot works is like this: you preregister with Spot and enter your specific predetermined messages and contact people. You have the options of “I’m okay”, “I’m fine, but need help”, a custom message like, “I’m fine, but could really use a ham sandwich” and basically 911. There is also a ‘tracking’ feature for a small fee.

What does this mean for us, as off-road riders? It means a simplistic way to communicate with loved ones, whether all is well, or an emergency. This is huge!

Spot came out with their original version, which was decent, but had issues of nominal satellite reception, and no way of knowing whether the messages were actually sent or not. I purchased their new v2 of the Spot GPS Messenger and immediately gave it a number of tests. I logged in and registered on Spot’s website, entered the predetermined messages that I wanted to use, then proceeded to send out a number of “I’m okay” messages. The turnaround time for the messages was acceptable (just a few minutes). The messages received was the predetermined text I had entered, plus a link that showed the exact GPS coordinates and



map of exactly where I was at the time. Cool! The satellite reception was very acceptable also, plus the LEDs on the unit confirmed that my messages got out.

I go out riding a LOT, whether it’s off road or even tarmac. I am completely sold on the value of these units and suggest that everyone get one. This would have been so valuable when I was in Baja with friends a couple years ago, or even when I was on my sabbatical on the road bike last year. The unit costs around \$150, plus about \$99/year for their services. That’s a chunk of bank, but think about how cheap it is in the long run knowing that you can actually communicate with emergency services in the middle of nowhere!

The v2 of the Spot comes in orange or grey. It’s lighter weight, too, at 5.2 ounces and the GPS chipset has seen an upgrade, making for faster unit-to-satellite connection times. The antenna has been upgraded for better performance in foliage and canopied environments, according to the company. There are also now safety covers over the SOS and Help buttons, giving users peace of mind that they will not accidentally hit “911” and send in the search-and-rescue troops when they thoughtlessly sit on their Spot. It runs on three AAA batteries, which last plenty long, packs small and fits into a backpack or fanny pack nicely.

For more info, go to: www.findmespot.com. I give this a big thumbs up and highly recommend you all get the version 2 of this product.

-Tom Niemela

PRE- RACE CHECKLISTS

One of the biggest advantages of a works bike is not the trick parts that we all drool over in pictures, but the set-up and maintenance that the mechanics perform between races.

All of us would benefit from taking the time to properly set up our bikes to allow them to perform at the highest level for our individual ability, physical dimensions and type of riding that we do.

Once that is done, keeping them performing at that level becomes the challenge. Fortunately for us, the bikes we race are very reliable, especially compared to where we were 15 or 20 years ago. Regardless, a certain amount of maintenance is required to keep them performing the way we like them to. Our current economic situation also dictates that many of us will keep our bikes longer than we may have in the past. Proper maintenance is key!

One of the tools I use to help me is a list of specific tasks to perform or at least check over before every race. I find that using a list helps me get through the tasks faster as well as eliminating my forgetting anything.

In creating your list, you may start with your owner’s manual. While I find some of their recommendations for parts replacement fit only for a works bike, it is a good place to start. I also find that these lists can be fairly bike specific, so a list that covers one bike may not work for another.

On my list, I have “topics” with specific tasks listed underneath. Say I have a section listed as “Wheels and Brakes” . Listed underneath I have: change tires, check tubes, (condition) tighten rimlock, air pressure, clean out caliper, bleed brakes, check brake fluid, check pads, sprocket bolts, chain tension, lube chain, check over rollers, and chain guide.

My list of topics include: controls, fuel and air, suspension, wheels and brakes, chassis and bodywork, engine and fluids.

Now on many of these tasks, all that is required that I do is just look over the condition of the part and check the bolts over to make sure nothing has rattled loose. The fact that I did check it over (and then checked it off my list) helps my confidence in knowing I haven’t forgotten anything as I’m lining up to race.

Give this a try. I have found it to be a valuable tool in my bike maintenance program. Using a maintenance list, I’m sure I do a better job of taking care of my bike and I get it done in less time.

Keith Cayton



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A BIT FROM OUR NEW MEMBERSHIP DIRECTOR

Kent Swick Email: krswick@omraoffroad.com

About me: Live and work in McMinnville. Dad of two girl bikers and husband to another. Grew up a little in New Guinea and the rest in Southern California. Attended university in the Redwoods.

My favorite riding area: Coast Range is hard to beat, but Gifford Pinchot is mighty nice too, ya know?!

My first bike: 1974 Honda MT 250. Bummer to have to learn how to ride and have an aluminum tank.

When I first started riding: 1976 with that first Honda. It was the day before my dad and I were supposed to go riding with some people from our church. I was a sophomore in High School. I had known about this trip for a month. Finally, I told my dad I wasn't going (I was afraid I was going to get burned by the pipe - I had a bad time with a mini-bike at my cousin's house the summer before). He told me otherwise, using a large fist near my noggin for scale. I sat on the back of a 750 Triumph as Larry Freeman railed the goat trails of Frazier Park. I remember all I could see as I was looking off the left side (since my visor would poke into his back) was bushes in my face, so I looked off the right side. Mistake - nothing but air as we were riding the edge of The Abyss. Really started to appreciate the flora on the left after that dumb move. At lunch, after I changed my shorts (think about it), Larry let me ride his 'daughter's bike'. Oh man, first I am scared of Kent-BBQ, and now I'm relegated to a 'girl bike'. It was a Yama-something 175. After a little bar and lever orientation, they cut me loose to putt around Hungry Valley while they, no doubt, made girl-bike jokes where the punch line had me wearing a skirt. I really liked the riding part, so much so, that I decided to make it my goal to out-ride Cindy Freeman, if it was the last thing I did. That was just the beginning...

My riding experience: From '76 to '80 I actually rode a lot less than my memories account for. My dad worked Sundays (preaching the Word), so that really left only some Monday holidays and things like that. I remember how we'd get up at 4 AM, wind our way through LA out to Mojave and stop for breakfast at Reno's. Then on to Jawbone or Redrock Canyon (Redrock was open at the time). Ride for about 5 hours and make the 4 hour drive back home. As a kid I didn't understand why we didn't ride more, as an adult who drives, I am amazed at what we went through to spend so few hours on the trail.

Once I moved off to college, the motorcycles disappeared and I didn't ride again until '87 when I moved to Santa Clarita, CA and bought a CR500. Thought I'd get some trail time in with my dad. He broke his finger on one of the first trips out and was done, permanently. That was a deal killer as I didn't have friends that rode. Sold Big Red so that Katie and I could wed. Sixteen years went by before I got back on a bike. Right outside McMinnville, in the woods west of town. That was Thanksgiving 2004. I am still thankful....

Started Riders Under the Sun (R.U.T.S.) Oregon by Summer 2005 and even entered a race here and there. Got the chance to complete the XC series in 2008 and 2009 - fun stuff!

Why I became an OMRA Officer: I answered the call for help. I have a passion for the sport\hobby\lifestyle and so, a desire to jump in when help is requested.

I'd also like to say: Don't sit back, not if you want to make a difference.